

BookletChart™

Chignik and Kujulik Bays

NOAA Chart 16566

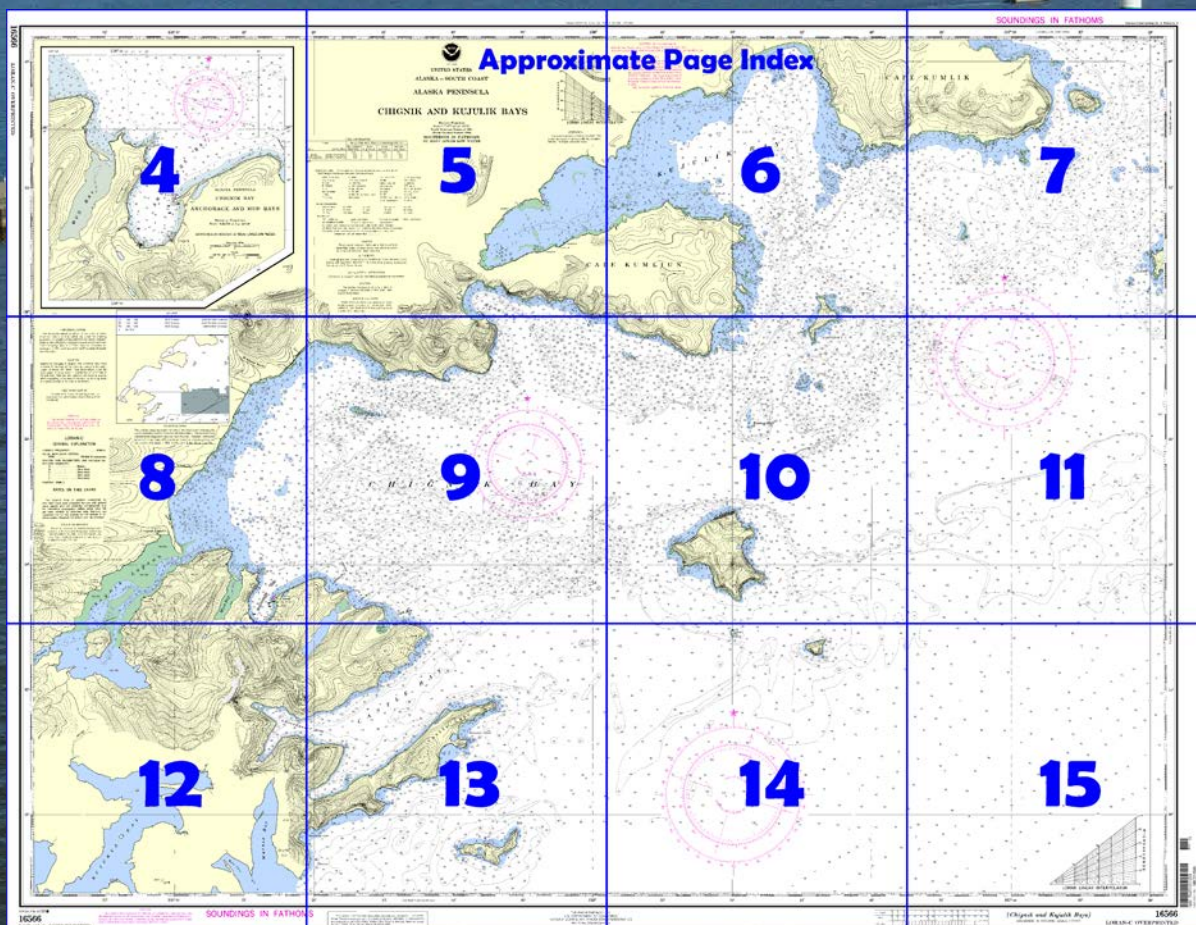


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

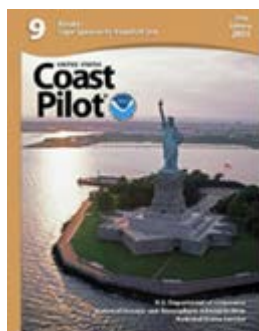
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16566>.



(Selected Excerpts from Coast Pilot)

Cape Kumlik (56°38.0'N., 157°27.0'W.), the promontory on the Alaska Peninsula nearest to Sutwik Island, is foul with ledges and reefs along its S shore. Near the E end of the S shore and extending 0.5 to 1 mile S is a group of rocks and islets. From the SW point of Cape Kumlik, ledges and reefs, that break in a heavy swell, extend 2.8 miles SW and obstruct the NE side of the entrance to Kujulik Bay.

Kumlik Island, 0.8 mile off the E end of

Cape Kumlik, is 1,053 feet high. The shores are steep and rocky; reefs border its N, E, and S sides. About 3 miles E of the island (see chart 16013) is a lone high water rock. Midway between Kumlik and Sutwik

Islands is a rock that bares at half tide, and about 1 mile to the E, are three rocks that bare 3 feet at high water. From the SE end of Kumlik Island on a bearing of **204°**, and at distances of 2 and 3 miles, respectively, are a rock awash at low water and a rock 50 feet high. The latter is particularly valuable as a landmark passage E of Kumlik Island. **Kujulik Bay**, entered about 14 miles W of Sutwik Island, is a large open bay that affords good shelter in NW winds. Reefs and rocks fringe the shores of the bay and the entrance is flanked by reefs on each side. The W arm of the bay is shoal for 8 miles from the head. A dangerous 2¼-fathom shoal is near the middle of the bay in 56°36'11.3"N., 157°46'24.7"W. Shoals, rocks, and broken ground are scattered throughout the bay; caution is advised. The best protection from NW winds is in the N part of the bay.

Chignik Bay, about 50 miles W of the Semidi Islands, can be entered from either N or S of Nakchamik Island. The S part of the bay is irregular but deep. Important salmon fisheries are in Chignik Bay.

Anchorage Bay is W of the fourth ridge from Castle Bay, the ridges forming a succession of headlands on the S shore of Chignik Bay. This ridge terminates in vertical bluffs about 200 feet high, and rises to a rounded hill, 1,050 feet high, that is covered with grass and alders. The ridge W of Anchorage Bay is irregular in form, with bluffs at the water. Off the W point are **Eagle Rock**, a large grass-covered rock, 100 feet high, connected with the shore at low water, and a lower rock, 30 feet high, 100 yards farther out. A shingle spit extends SW from the E shore. **Chignik Spit Light** (56°18'35"N., 158°23'01"W.), 35 feet (10.7 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the end of the spit.

Anchorage Bay can be easily recognized by the lights of the settlement. In entering, give the spit a fair berth. In thick weather care should be taken to avoid entering Mud Bay by mistake. By following the S shore of Chignik Bay little difficulty should be experienced.

Anchorage is good throughout most of Anchorage Bay, but dragging can be expected during the heavy winds and williwaws prevalent here. If the anchor is on the bottom long some difficulty may be experienced in weighing. Care should be used in anchoring at high tide, for the flats make out for a distance and drop off sharply. An anchorage for small craft is on the E side of the bay near the sandspit, with soft mud bottom. Larger vessels may find good anchorage just outside the bay, about 2 miles NE of Eagle Rock in about 56°21'30"N. 158°21'45"W.

Chignik is a fishing settlement at the head of Anchorage Bay. In 2002, a two-fingered pier in the SW portion of the bay had a 200-foot face with depths of 33 feet reported alongside. The opening in the center of the pier has a 35-ton travel lift. Another pier in the SE portion of the bay has a 160-foot face and depths of 33 feet reported to be alongside. There is a sewer outfall which extends 210 feet beyond the end of this pier and mariners are advised not to drop anchor in the vicinity of the pier. Both piers have dolphins approximately 50 feet from the ends, along the face, to support larger vessels.

N of Chignick on the E side of Anchorage Bay is a small boat harbor. In 2010, 12.2 to 19.5 feet was available in the harbor.

Radiotelephone and radiotelegraph communications are maintained.

Pilotage, Chignik.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Alaska Peninsula is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for pilot pickup stations and other details.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

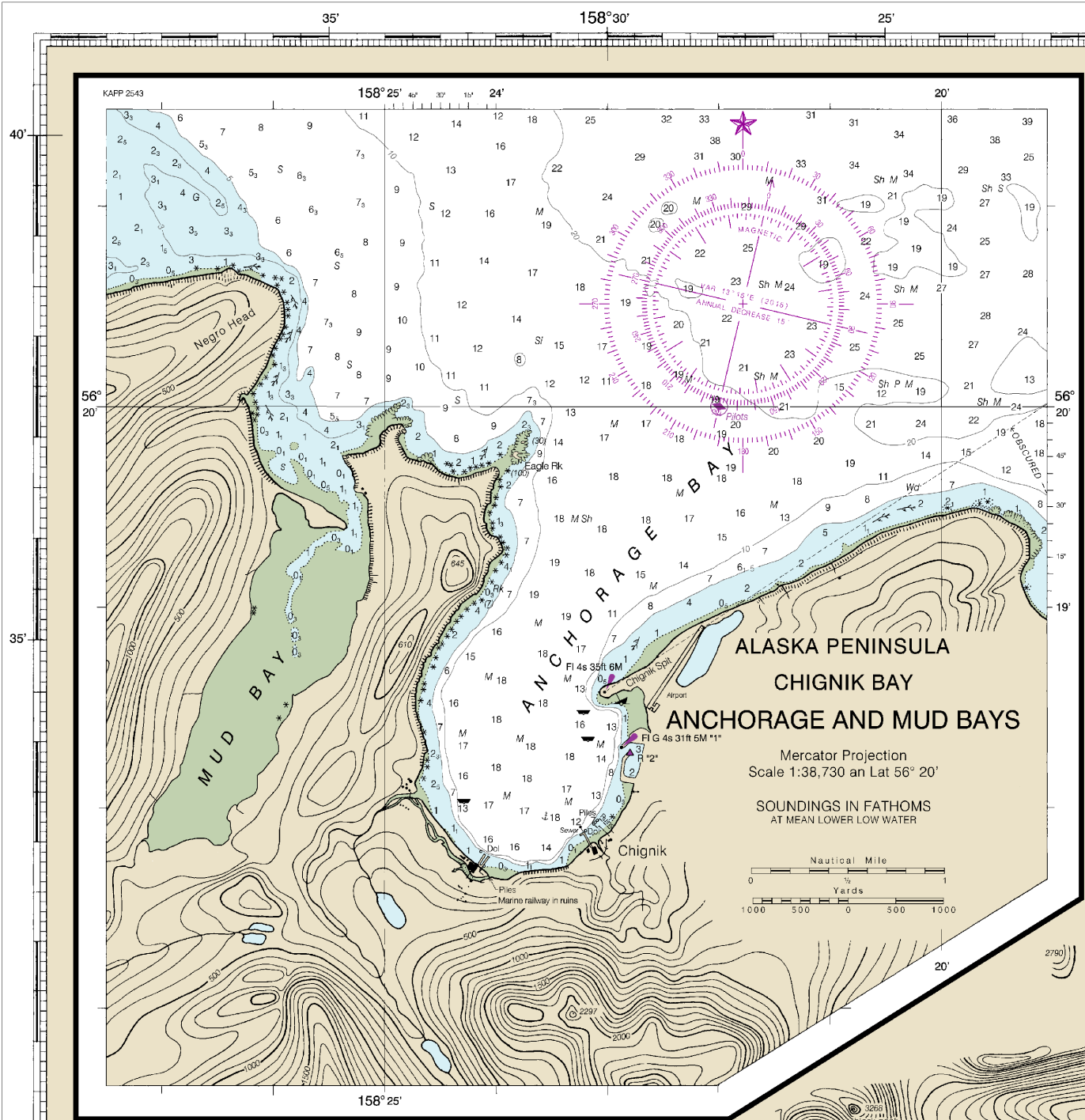
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



NAME
Anchorage
Dashes (---)
tide prediction
(Feb 2015)

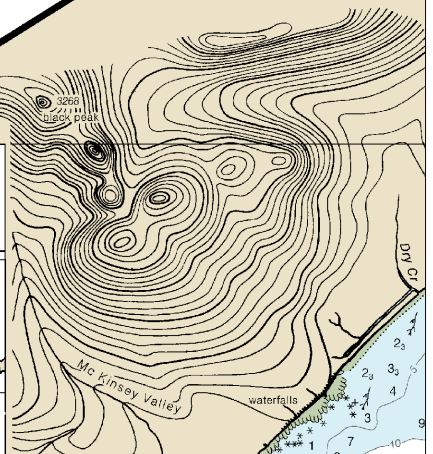
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.795" southward and 7.654" westward to agree with this chart.

CAUTION
Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of 0.2 feet in Chignik Bay. Mariners are urged to use extreme caution when navigating in the area.

SOURCE		
A	1990 - 2005	NOS Surveys
B1	1990 - 2002	NOS Surveys
B4	1900 - 1939	NOS Surveys

full bottom coverage
partial bottom coverage
partial bottom coverage

Joins page 8



Note: Chart grid lines are aligned with true north.



UNITED STATES

ALASKA - SOUTH COAST

ALASKA PENINSULA

CHIGNIK AND KUJULIK BAYS

Mercator Projection
Scale 1:77,477 at Lat 56° 25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Chignik Bay	(56°18'N/158°24'W)	8.9 feet	8.1 feet	1.4 feet

--- located in datum columns indicate unusable datum values for a tide station. Real-time water levels, tides, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

Additional information can be obtained at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	ISO isophase	OC occulting	s seconds
Bn beacon	LI HO lighthouse	OR orange	SEC sector
C can	M nautical mile	OSC oscillating	SI M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo Morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh sholls
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Cbsn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Elevations of rocks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U. S. Coast Pilot 9 for important supplemental information.

CAUTION

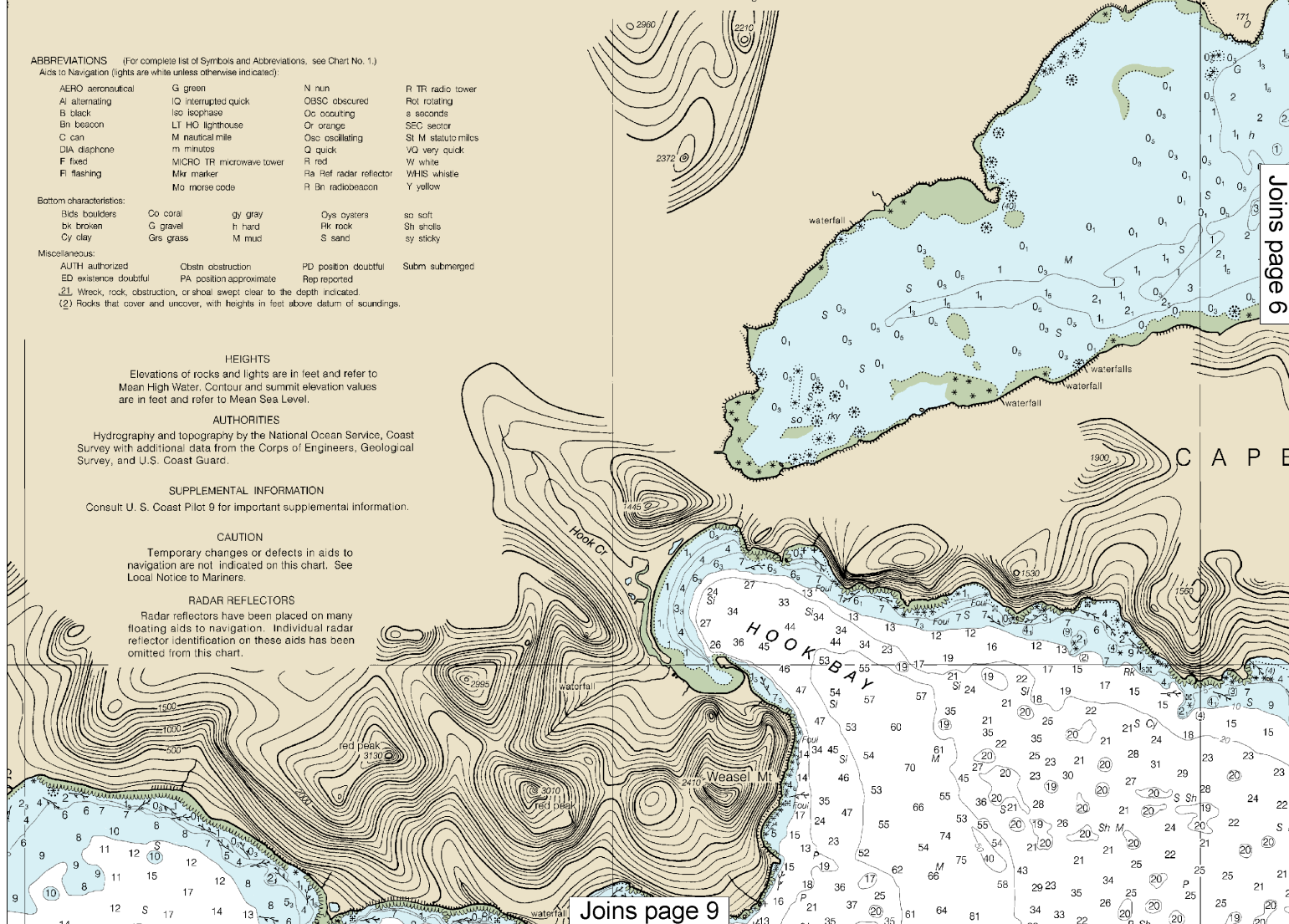
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevation bare.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:110681. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

NOTE A

Refer to charted regulation section numbers.

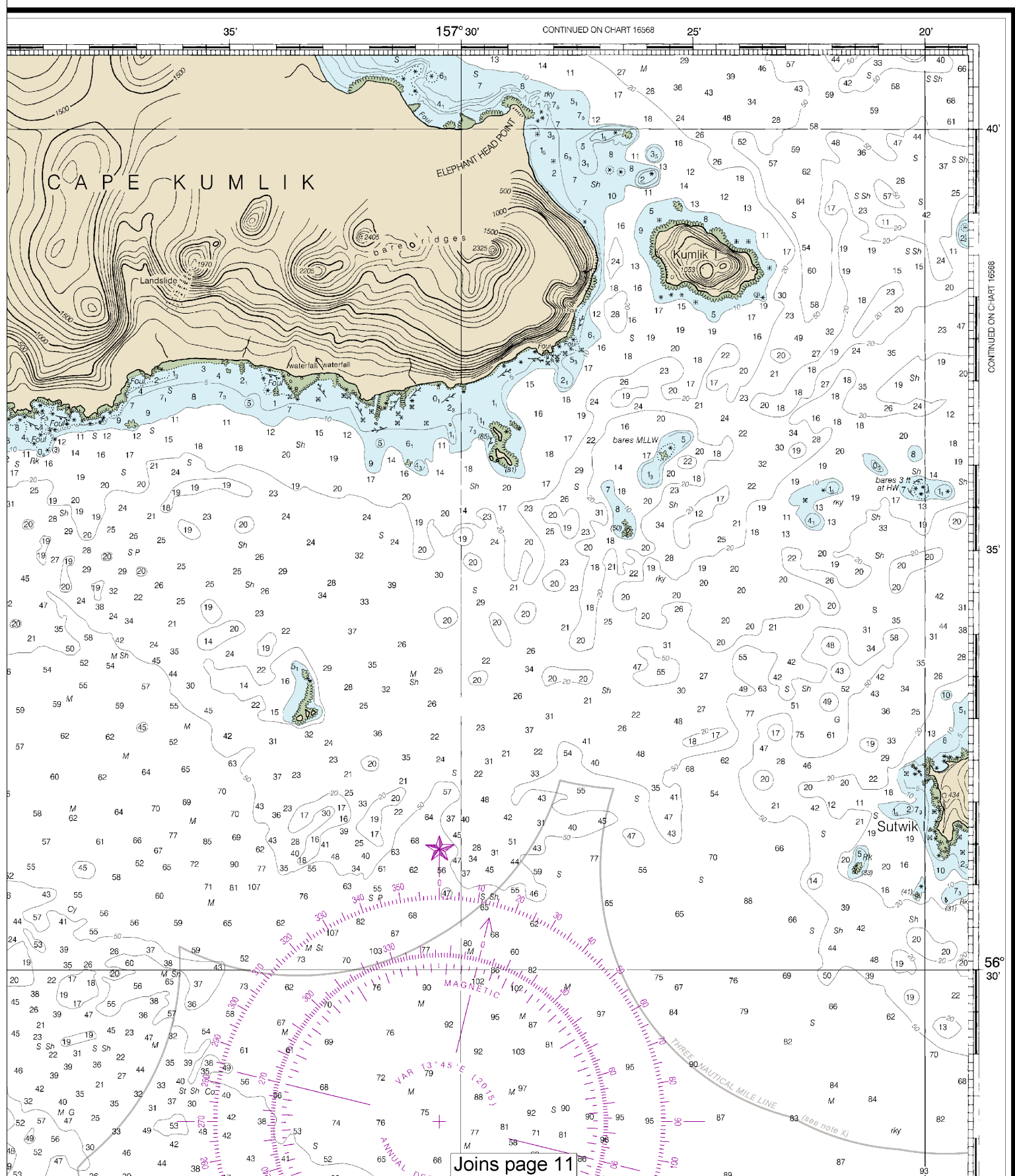
Joins page 5

C A P E K U M L I U N

Joins page 10

6

Note: Chart grid lines are aligned with true north.



Joins page 11

Last Correction: 3/25/2015. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.795" southward and 7.654" westward to agree with this chart.

Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of -0.2 feet in Chignik Bay. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at this site is not known.

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

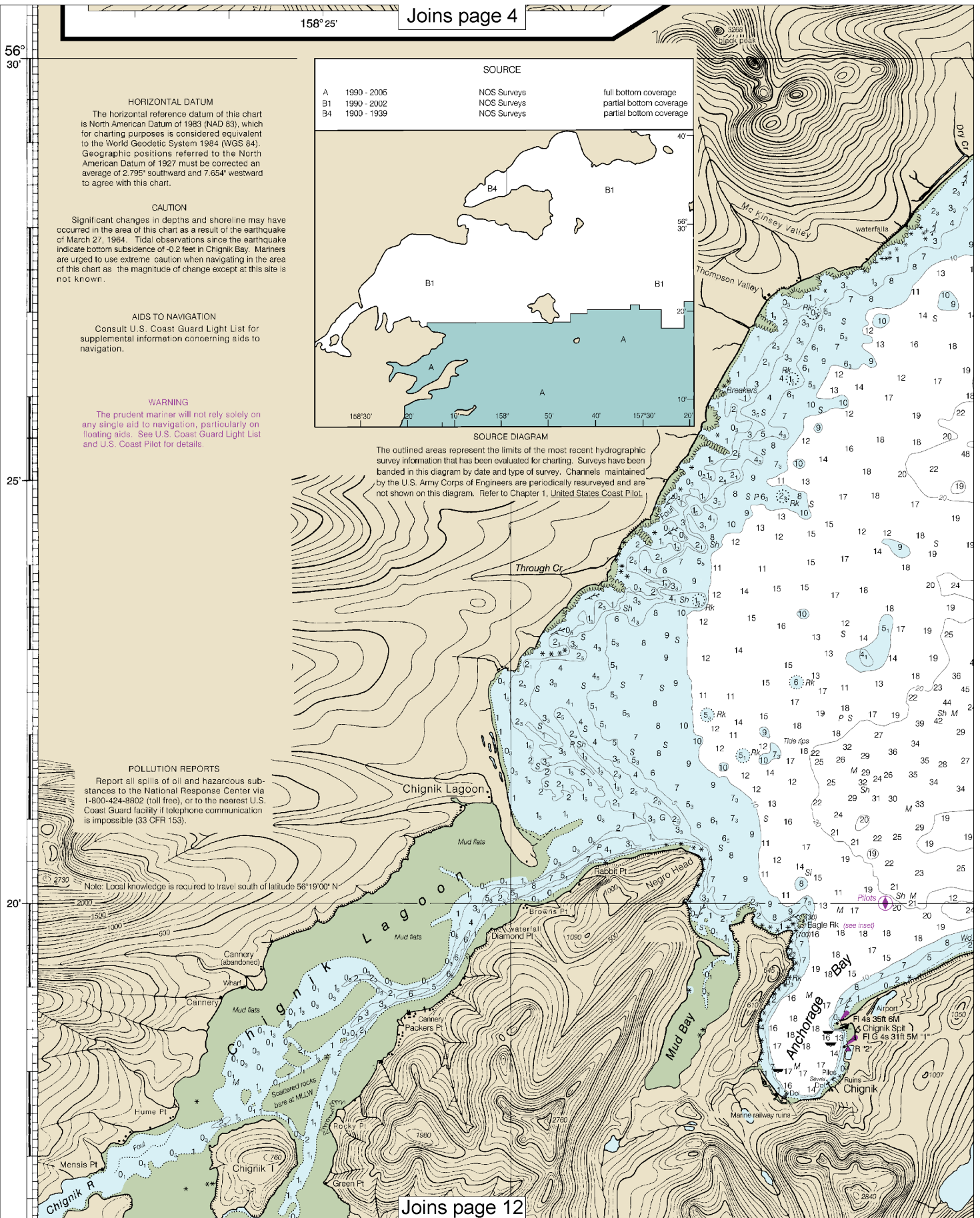
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

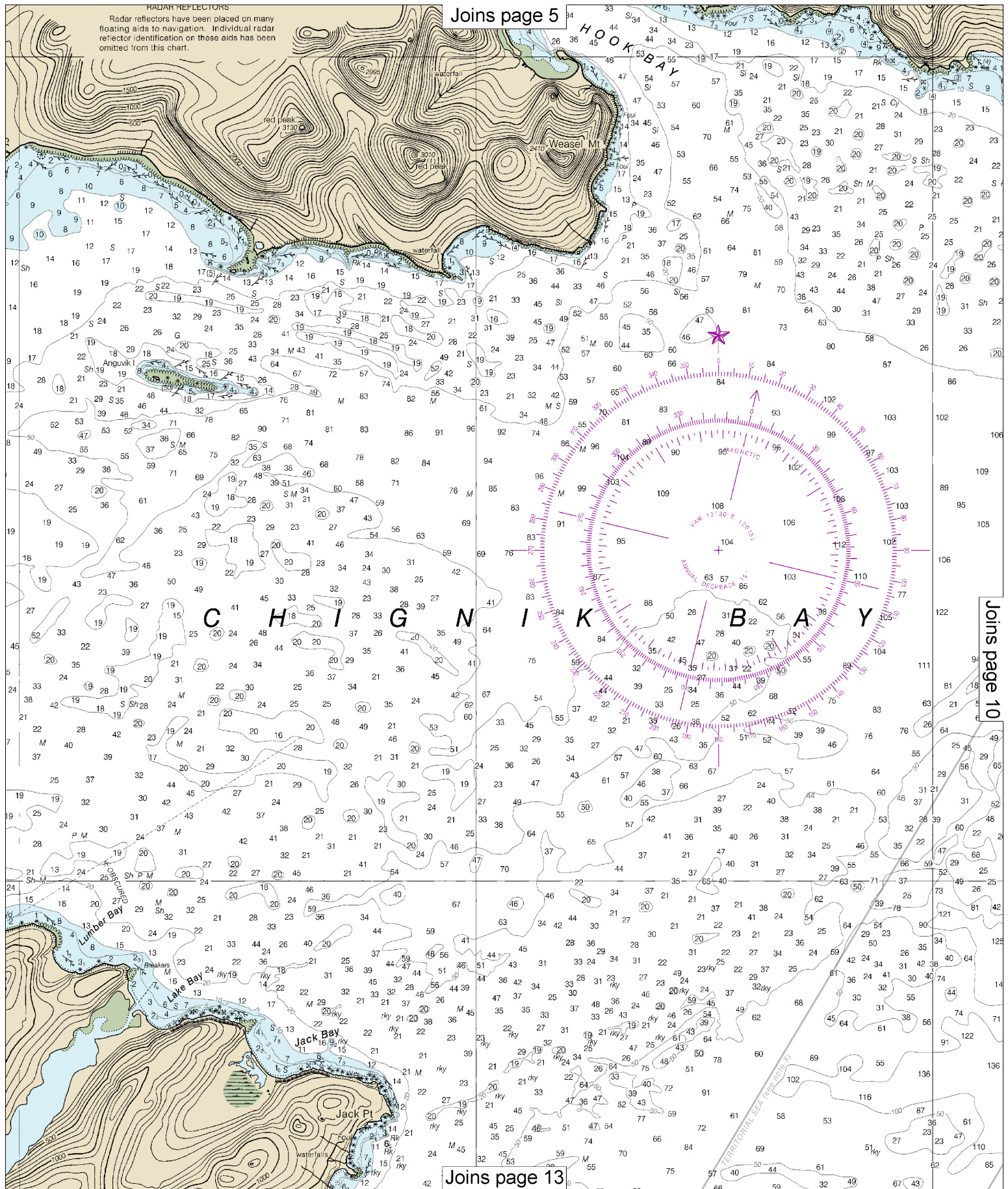
Note: Local knowledge is required to travel south of

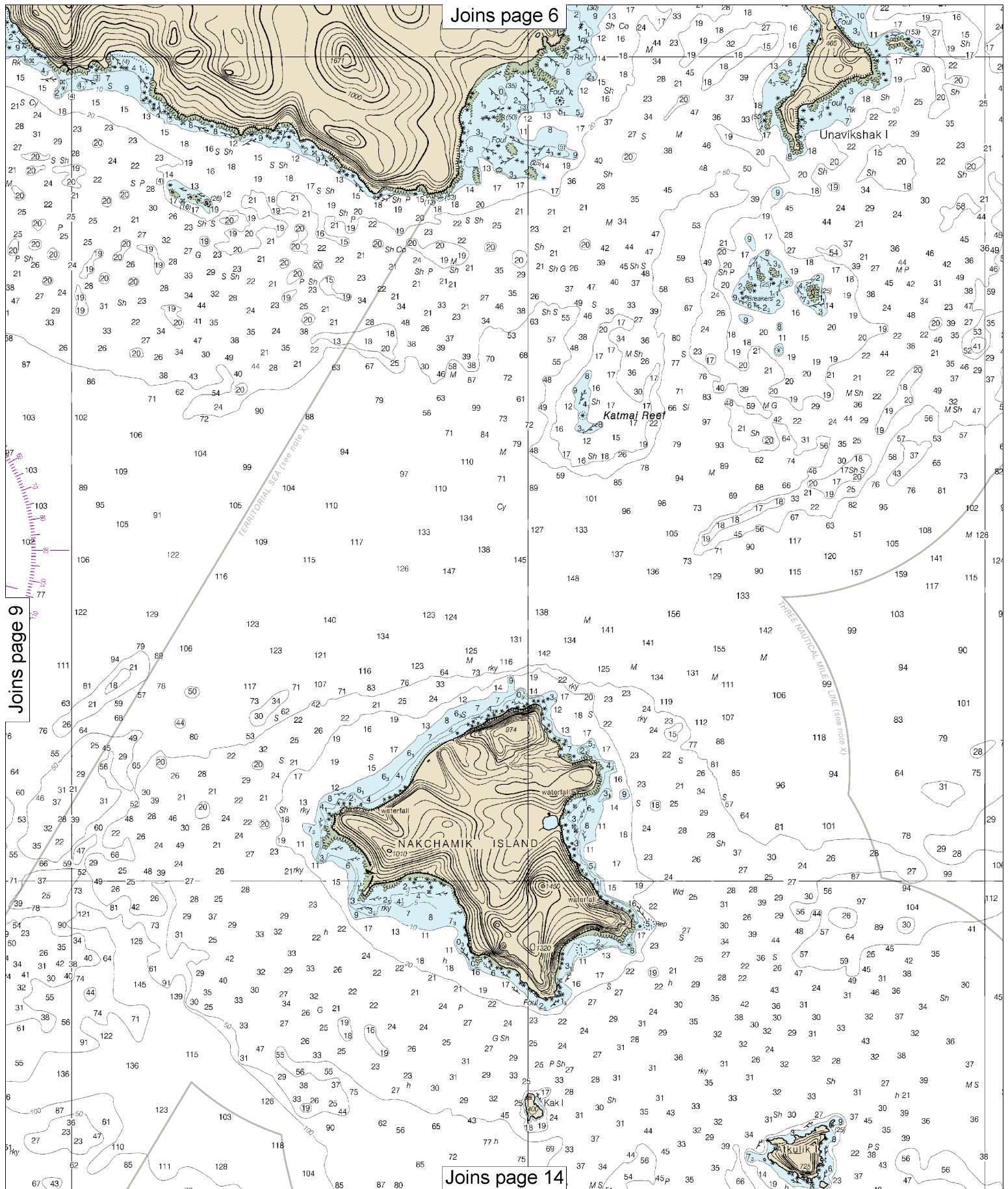
		SOURCE	
A	1990 - 2005	NOS Surveys	full bottom coverage
B1	1990 - 2002	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

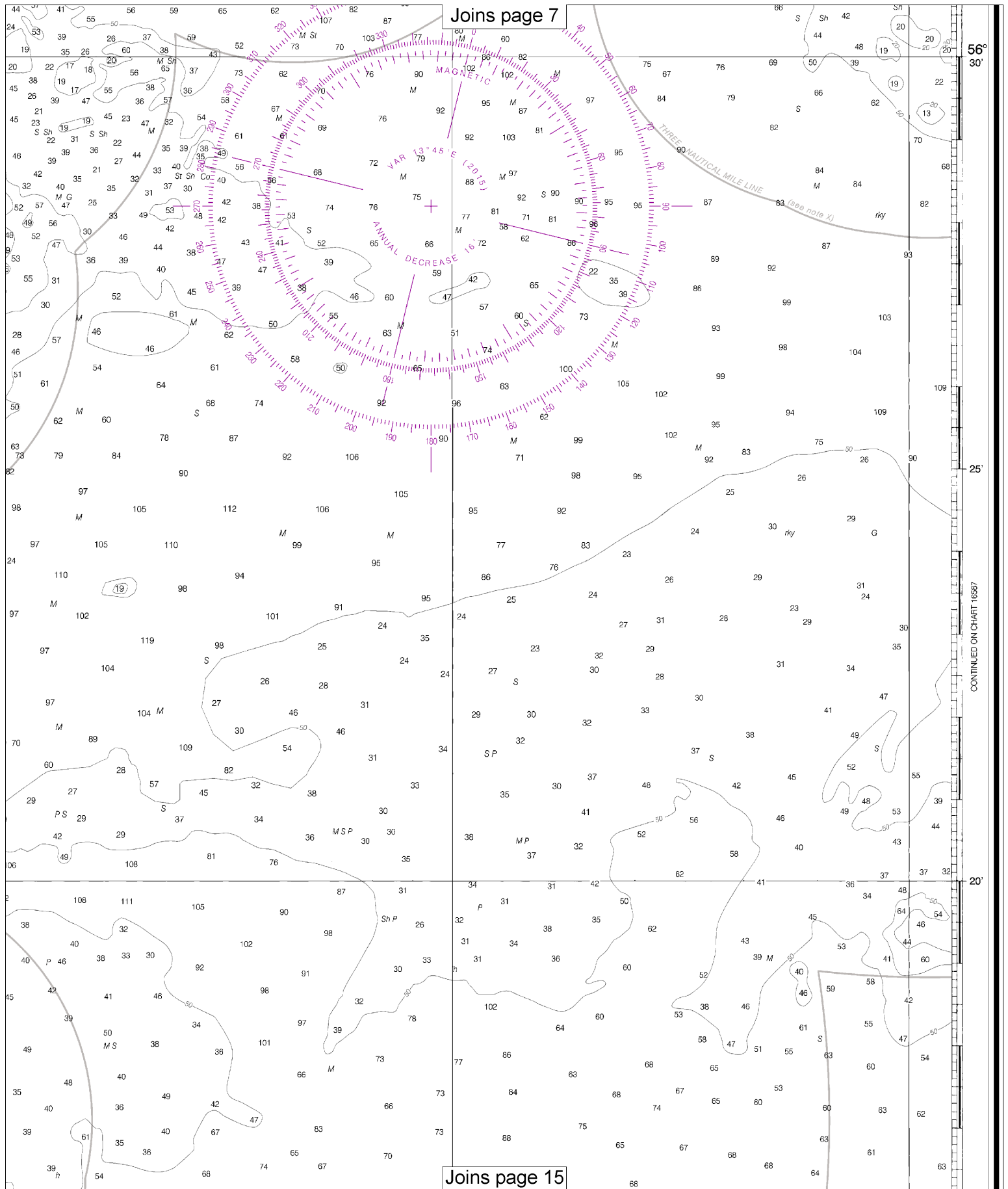
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*,

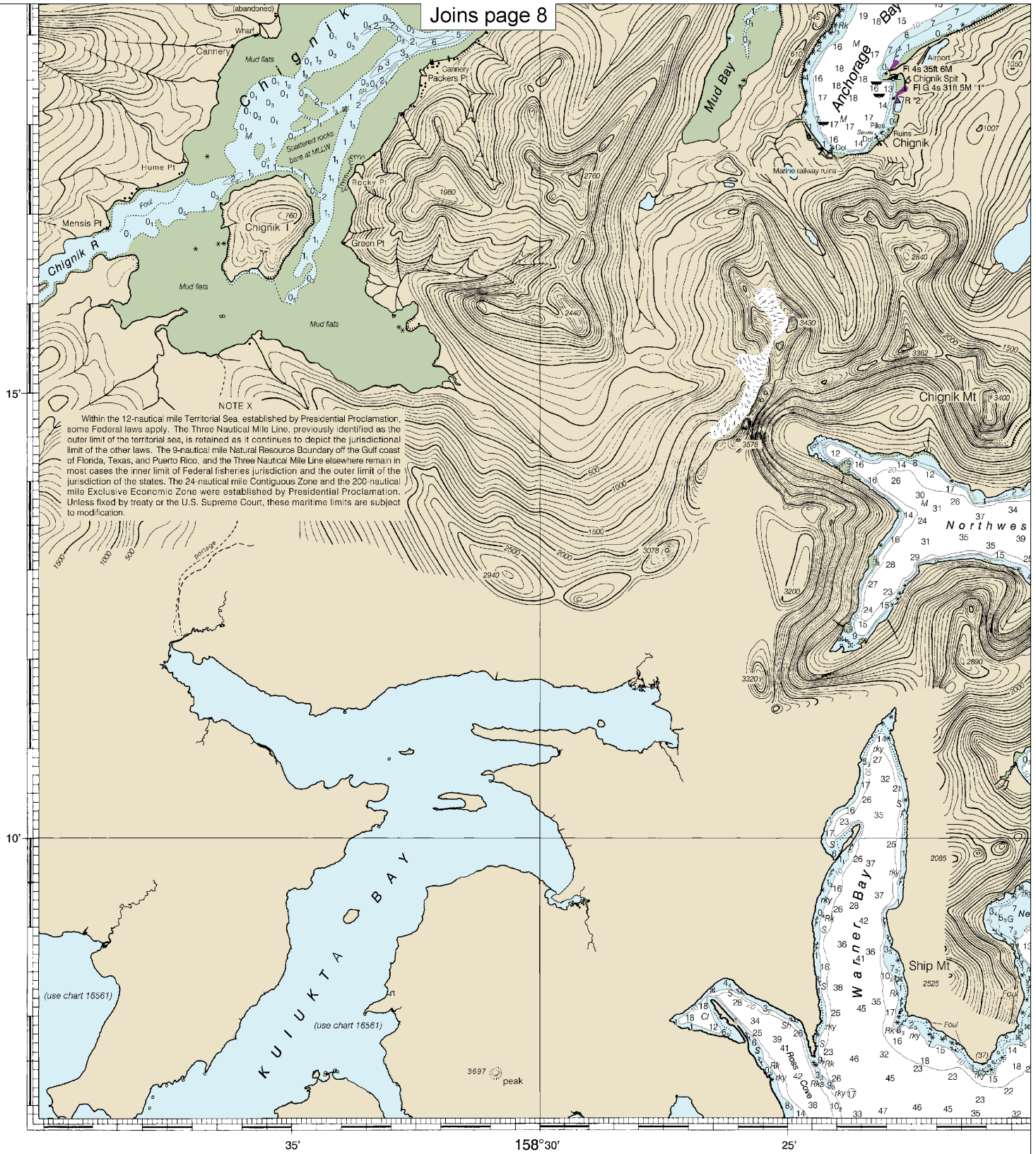


Note: Chart grid lines are aligned with true north.









12th Ed., Mar. 2015

16566

CAUTION

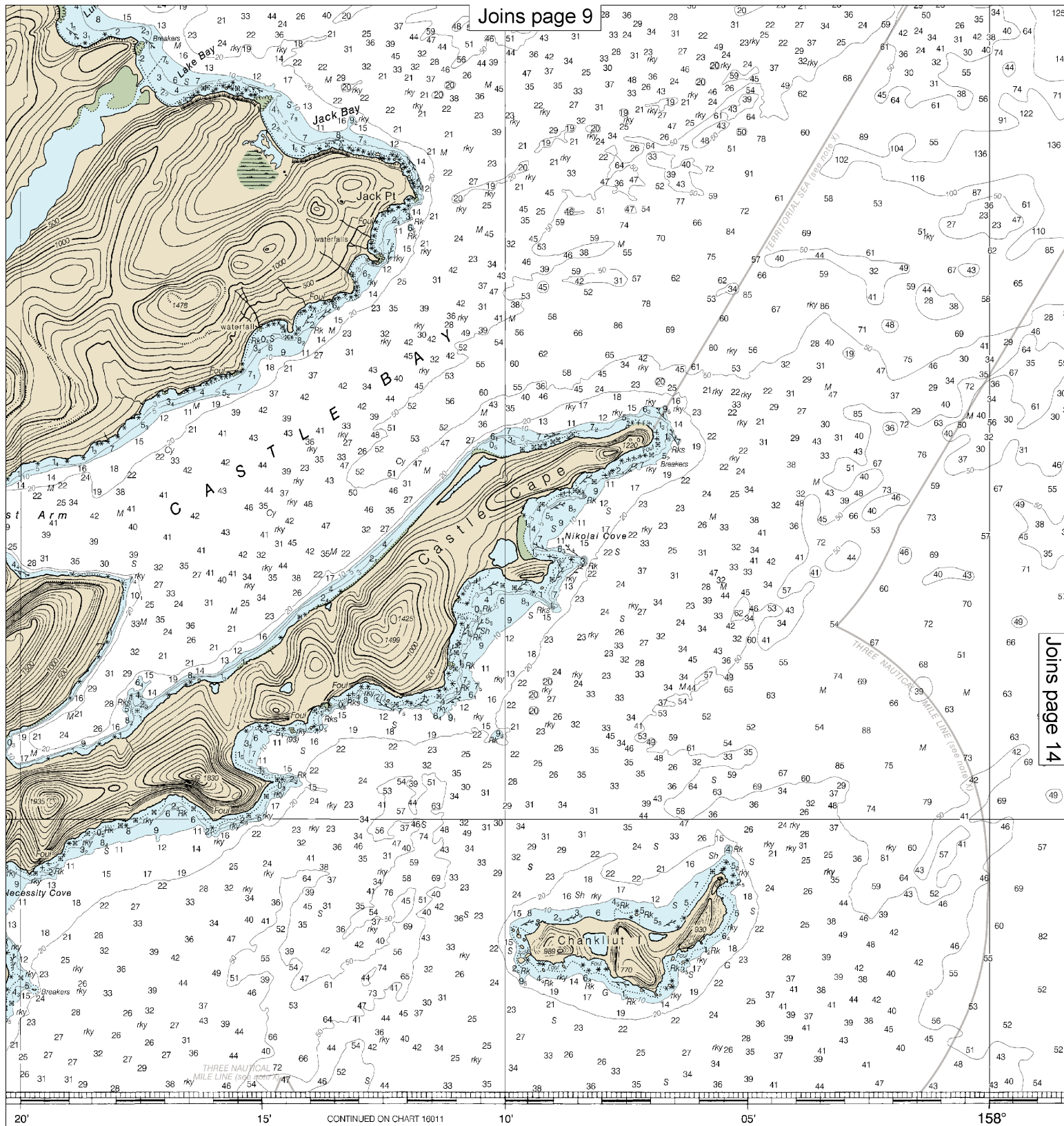
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

Last Correction: 3/25/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

12

Note: Chart grid lines are aligned with true north.

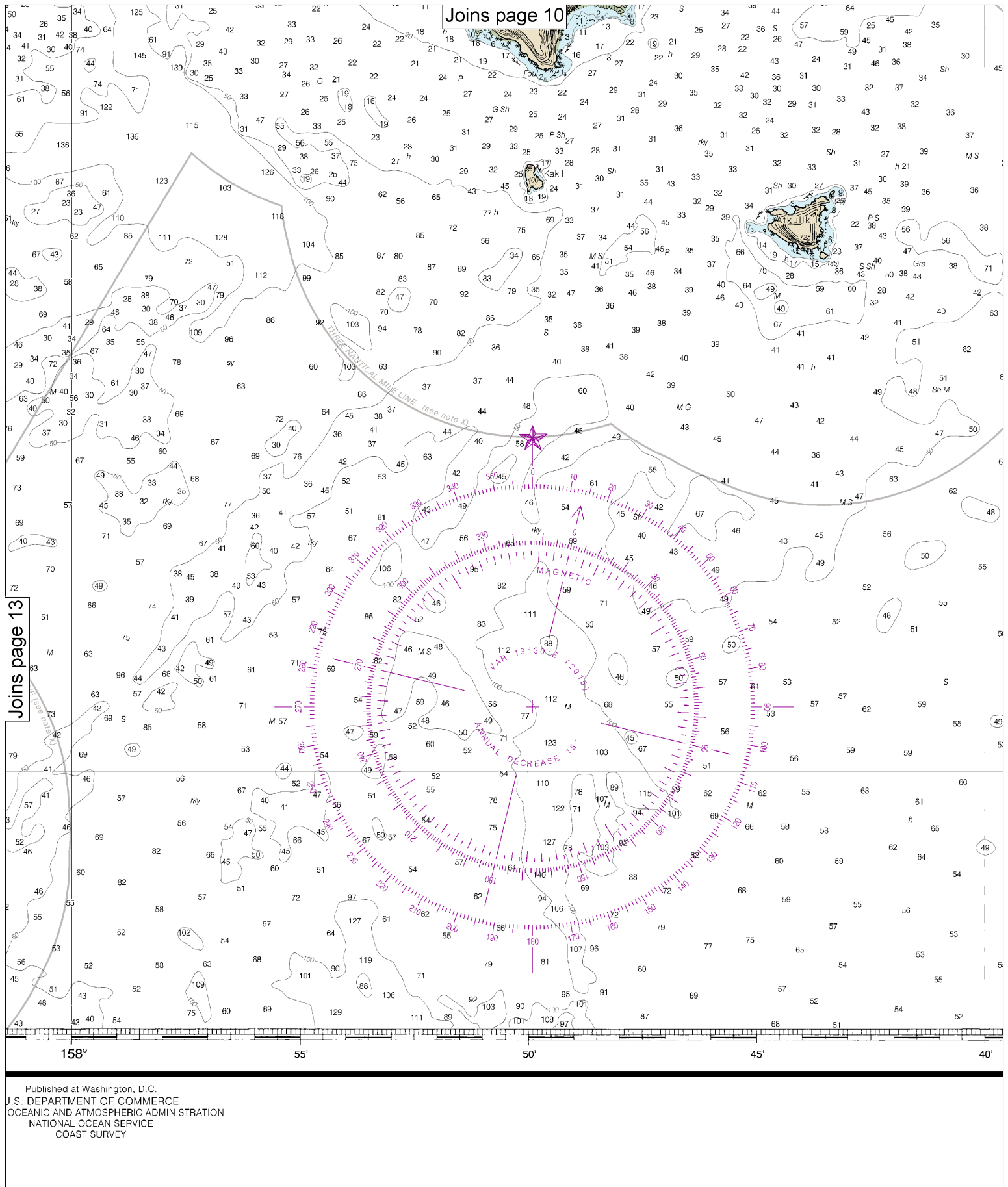


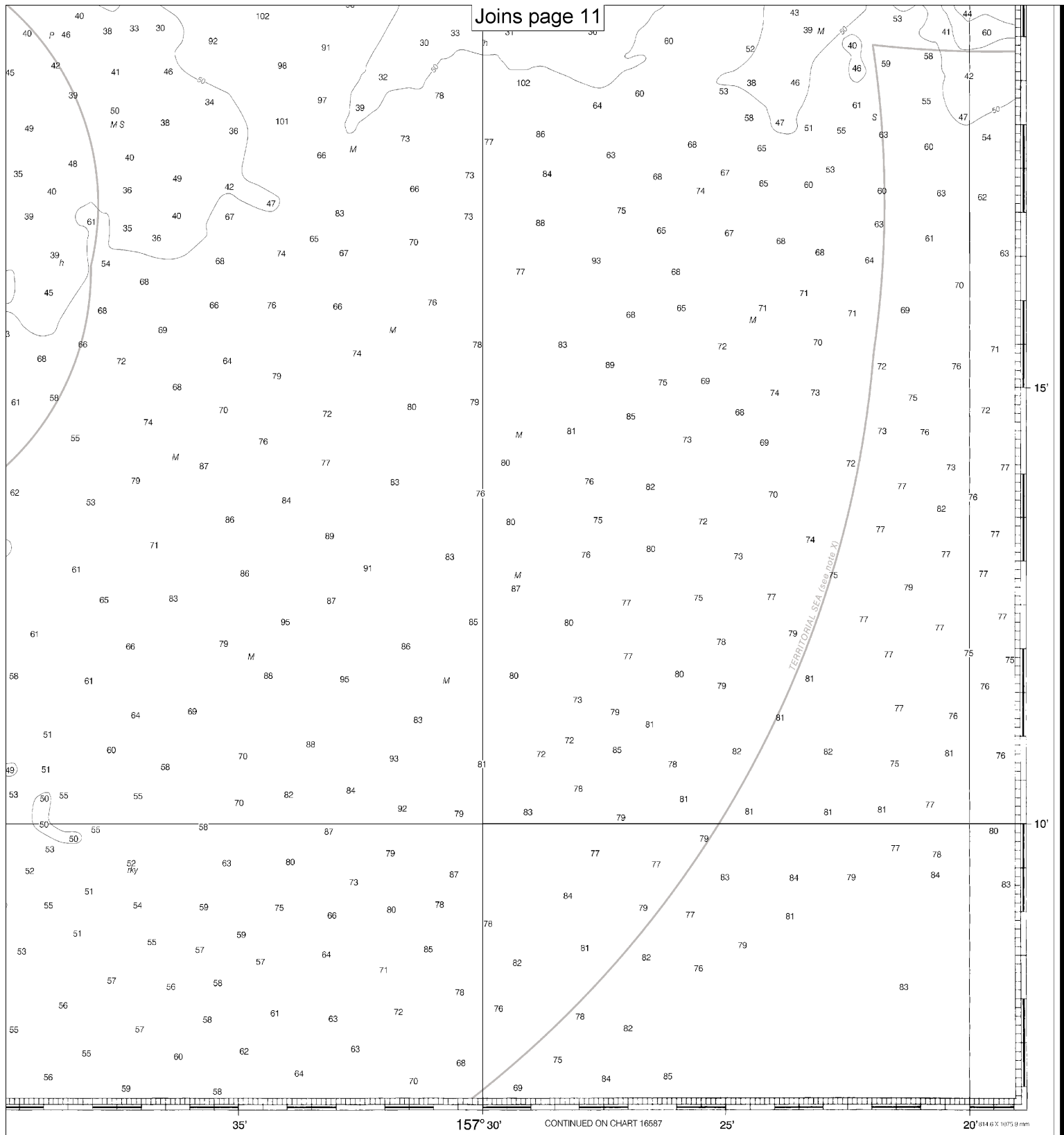
Joins page 9

Joins page 14

SOUNDINGS IN FATHOMS

Published at Washington, D.
U.S. DEPARTMENT OF COM
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVICE
COAST SURVEY





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Chignik and Kujulik Bays
SOUNDINGS IN FATHOMS - SCALE 1:77,477

16566



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

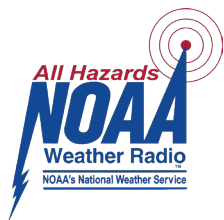
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.